AN OPEN LETTER To MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

1. DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of hat Hitchirs wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is and has the signature of hat Hitchirs wrap. per. No one has authority from me to use my name except

The Centaur Company of which Chas. H. Fletcher is President.

March 8, 1897.

Olemul Fitcher on D.

Do Not Be Deceived.

Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know.

"The Kind You Have Always Bought" BEARS THE FAC-SIMILE SIGNATURE OF



THEIR CHRISTMAS BIRDS.

3,000 Pairs of Pheasants for London

Busmen. tive who put this question last night to

the driver of a Shepherd's-bush 'bus. "What does it mean? Why, them's the racing colors of Lord Alfred Rothschild, only you can't see the blue and gold by

"And why are you sporting them to-"You'll see in about two minutes, if I

"You'll see in about two minutes, if I am not disappointed."

And so the representative did. The 'bus stopped at the London general's roadside office, in the Uxbride road. The conductor skipped across to the office, and immediately skipped back again, swinging three brace of pheasants.

"That's what we're flyin' his colors for—them birds. You knew—of course you did—that Lord Alfred Rothschild gives us each a brace of pheasants every Christmas."

a brace of pheasants every Christmas."
"I thought he gave the birds only to the bus men who pass his house in Piccadilly?" "No; we all get them; every one of the London general's and the road car's men, drivers and conductors, gets his brace."

"But why has your mate brought three race for this one bus?" brace for this one 'bus?"
"He ain't my mate; he's an odd man; my mate's resting. There's a brace for him, and a brace for the odd man, and I takes

"Why does he send you this Christmas

"Why? His goodness of heart. You see, "Why? It's goodness of neart, fou see, he's a coachman himself; and we all know him, and give him the nod all over London, and when he's coming along, why, of course, we pull up as if he were a fire engine. Oh, he's a good sort, is Lord Alfred."

A Daniel Come to Judgment.

From the Detroit Free Press. "I'm now trying to decide the most troublesome case that ever came within my jurisdiction," sighed the judge, whose sense of justice and knowledge of the law is acknowledged on every hand.

"It's within my own household," he continued. "I have long insisted that my wife could get along with the servants if she only used tact and was equitable in all her rulings. Her mother is an invalid, and innocently responsible for the case now un-

other morning, while dressing for The other morning, while dressing for breakfast. I was startled by a crash of creckery and a chorus of screams. Into my room rushed the children. Jimmy's eye was black. There was a button-hole cut over Tommy's eye. Mamie had an

angry scratch on her cheek and Elsie was crying lustily from pure sympathy. Or course, I held an inquiry. The maid had been coming upstairs with an invalid's meal for mother-in-law. The servant held the big server over her head and moved "What does this ribbon on your whip pean." It was a Daily Mail representative who put this question last night to the driver of a Shepherd's-bush 'bus. There was a collision, a crash, a wreck, a series of falls and the screams of alarm that had assailed my

"My wife took the ground that the maid must be at once discharged. I insisted that we must know the whole truth before a verdict could be reached. My wife is handling the prosecution, and no sleuth hound was ever more determined to get his truey. Lack my oldest son has the defense prey. Jack, my oldest son, has the defenand is just as determined as his mother. Now, you can realize how I am placed. can't disagree, like a jury. There is no court of appeal. I am slowly but surely convincing myself that my only hope is in bribing the maid to disappear.'

Couldn't Refuse It.

"Heilo, Riggles! I haven't seen you for

"Morning, Stapleford! How are you, any-

how?"

"Never felt better in my life. By the way, do you remember telling me about fifteen years ago that you thought I had consumption?"

"I believe I do."

"I thought hard of you for saying it at the time, but I think now it was the best thing that ever happened to me. It scared me a little, and I becan to take care of the other. Oh, there ain't no nigglin' about it. There's 3,000 of us, and we gets two me a little, and I began to take care of myself. The consequence is that I have not had a sick day since, and I believe I am good for forty years yet. I am your debtor for life, old fellow."

(Impulsively)-"Stapleton, lend me \$5, will Immigrants Wanted.

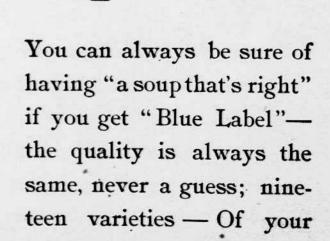
Vienna Telegram Pall Mall Gazette. The government of San Paolo, in Brazil has entered into a contract with a firm to acquire 60,000 immigrants from Europe. A sensation has been created in Vienna by the news that the agents of this firm intend to acquire 10,000 of these people from Austria, and particularly from the country listricts, such as the Tyrol and the Steiermark. An official warning is, therefore, bemark. An official warning is, therefore, being issued, with the intention of frustrating attempts to induce the unsophisticated country people from being enticed to what is described as a state bordering on bondage. The immigrants are put to work on plantations, where negro labor is mostly in the property of the prop employed, and in which Europeans naturally refuse to take part. This is not the first ime that Austrian immigrants have been induced to try their fortunes in Brazil, with, however, most disastrous results, many of the sturdy Tyroleans having returned to the old country ruined in health and penni-

BLUE LARE

STERILIZED, TASTELESS CANS.

When in doubt,

Blue Label Soups



Made by CURTICE BROTHERS CO., Rochester, N. Y.

......

grocer ===

DISTRICT HIGHWAYS

Report of Commissioners on Amended Bill for Extensions.

GIVE THE MEASURE THEIR APPROVAL

Board Wants Authority to Change Plans When Necessary.

ONLY POINT OF DIFFERENCE

The District Commissioners today submitted to Congress their report on the act introduced last week in both houses of Congress to amend the highway extension act of March 2, 1893, which was prepared by the board of trade after several conferences with the Commissioners.

The Commissioners, as was stated in The Star several days ago, approve the amendatory act, provided it be amended in several minor instances, but they insist that they be given authority to make such changes in the plan of the proposed improvements, after the map shall have been filed, as in their judgment may appear necessary and proper. This point, it will be recalled, was the only one on which the board of trade and the Commissioners differed. The Commissioners are of the opinion that it is not such a difference as will endanger the passage of the pro-

Several of the amendments advised by the Commissioners were suggested by the treasurer of the United States, to whom they referred a copy of the amendatory act, these amendments relating to the proposed issue of bonds for the payment of the contemplated improvements.

The Commissioners vigorously urge that the general government shall bear its pro-portionate share of the expense of the improvements, remarking that the justice of such an arrangement is too apparent to require argument. To repeal the highway require argument. To repeal the highway extension act, they say, would be absolutely contrary to the best interests of the District, and, while they contend that to increase the taxation to carry out the provisions of the act would be unwise and inadmissible, they say the proposed issue of bonds is not only feasible, but that it will not by any means prove burdensome to the people of the District.

Full Text of the Report. The report of the Commissioners is as

"The Commissioners have the honor to return herewith the bill H. R. 5882, Fiftyfifth Congress, second session, to amend an act of Congress approved March 2, 1893, entitled 'An act to provide a permanent system of highways in that part of the District of Columbia lying outside of cities,

and for other purposes.'
"In returning this bill the Commissioners desire to invite attention to the fact that the experience of all growing cities has shown clearly the need of a comprehensive plan laid out far in advance of the extension of the stream and avenues through sion of the streets and avenues through suburban districts and their vicinity. The ordinary growth of cities is by accretions immediately adjacent to the city, and by the growth of suburban communities. This natural growth in the course of a few years causes suburban communities unite with each other and finally with the city itself.
"The act of August 27, 1888, was designed

to provide for the formation of such sub-urban villages with a system of streets similar to that of Washington, so that similar to that of Washington, so that when they joined together they would be a harmonious whole. The weakness of this act lay largely in the fact that no authority was given the Commissioners to make a comprehensive plan for the entire District by means of which they would be able to foretell what would be the proper sys-tem of streets in any part of the District where such a village was being developed.

The Misht Subdivisions.

"The fact that a number of subdivisions." aptly termed 'misfit,' were laid out prior act of 1888, and the further fact that in the subdivisions formed under the act of 1888 it was absolutely impossible to feretell with accuracy, in advance of a comprehensive plan, what would be the system of streets and avenues for those localities, have caused suburban extensions and villages to be built with streets which are not adapted to each other and are not in keeping with the needs of the District of Columbia. The act of 1893, known as the 'Highway Extension Act,' was designed to remedy these evils. In its practical operation it has proved to be difficult, if not impossible, to execute all of its provisions, and the amendments proposed in localities, have caused suburban extensions visions, and the amendments proposed in this bill, with certain others herein pro-posed, are believed by the Commissioners processary for the purpose of securing the practical operation of the law, and also to remove certain hardships entailed by the act in its present condition as well as seemingly unwise provisions in the act it-

"The general provisions of the act may be divided into two parts: First, to secure a degree of harmony in the street system within subdivisions existing at the time of the passage of the act; and, second, to pro-vide for future extensions of highways through unsubdivided lands, as they may be required. The conditions of property are radically different in the subdivided and unsubdivided lands. In subdivisions the property is held in small parcels, many of which are improved or which are about to which are improved or which are about to be improved, for residence purposes. These parcels as originally laid out had their value based in part on the positions of streets as they then existed, and in many cases the owners of them have been obliged to borrow money, using the land as security, in order to build their houses. Under these conditions any legal status which in any way throws a cloud upon the title makes it difficult to transfer this land title makes it difficult to transfer this land or to borrow money upon it, and works a hardship upon the owners.

Entails Hardship.

"In numerous instances which have come under the notice of the Commissioners this hardship has been a real one, in some cases almost wiping out the savings of a lifetime of worthy citizens. For these reasons it is only just and proper that whatever changes are made in these existing subdivisions should be made promptly, and should be accompanied by immediate pay-ment for land taken or damage inflicted. The unsubdivided lands are today used for farm or villa purposes, or for invest-

for farm or villa purposes, or for invest-ments for people of ample means. The fact that at some time streets laid out on a definite plan will extend across them in no wise militates against the owner. That no wise militates against the owner. That this is a fact can be proved from the experience in many cities of the country. Through these lands highways are required under one of two conditions—first, where the owner desires to subdivide his land and to place it on the market in small parcels, and second when the recessions. parcels, and, second, when it is necessary to connect a suburban community with the

city.
"Experience in this District has shown "Experience in this District has shown that where the owner desires to put his land on the market, the highways or parts of highways laid out to cross it are dedicated for the use of the public, and such dedication in many instances has resulted in large profit, some of the lands thus subdivided in recent years having paid a large return even when to the value of land dedicated for highways there have been added large charges for grading and paying icated for highways there have been added large charges for grading and paving the streets and sidewalks at private expense. Under the second condition, that of establishing a highway over unsubdivided lands for the purpose of furnishing a main artery to connect suburban communities with the city, it may become necessary to account by purchase or condemnation a acquire by purchase or condemnation a right of way. In this last case, for the protection of the taxpayers, the bill provides that Congress shall give direct authority in each case before such payments are made.

Relating to Compensation. "Granting the justice of the above, the question arises, how shall provision be made for the funds necessary to pay for the land taken in existing subdivisions? A late revision of streets proposed through such subdivisions in the first section shows that under the condition that no new street shall be laid down not necessary as a public highway for through travel, the amount of land to be acquired can be ma-terially reduced and with it the cost to the taxpayers. Such a revision has been made and the proposed changes from streets

now in existence in subdivisions within the first section, so called him to the north of the city between Rock creek and the Rock creek parks on the west and North Capitol street on the east, are shown in the first section of the bill. The cost of these changes, together with such changes as wil be required in existing subdivisions of the second, third and fourth sections, it is confidently believed will, without considering the general benefits, fall within the sum of \$4,000,000. This sum, then, must be provided for use in the immediate future. A portion of it will be repaid under the provisions for assessing general benefits contained in the hill.

Pleage of the United States.

Pledge of the Inited States. "Under the organic act of 1878 the Unit-ed States has pledged fiself to pay one-half the expenses of the District of Columbia. Under the acts relating to the extension of street; and highways. Congress has directed that in making these extensions the streets and highways laid down shall be opened on the same magnificent scale, as to width and plan, as now exists in the city of Washington, so as to make for all time the capital of the nation a city second to none in the world in beauty and mag-nificence. In the city of Washington the proportional part of land taken for streets and avenues and the small reservations, excluding the large parks, is about 50 per cent of the total area. In the suburbs the treets and reservations, as laid down up der the proposed extensions, will average from 35 to 40 per cent of the area. In the city of Boston this percentage averages 30, and in Philadelphia about 25. "The mistake must not be made, how-

ever, that this increased area taken for streets and highways in Washington over the areas taken in the cities named means or implies a proportional increase in the cost of improving and maintaining such streets and highways when in existence, since, after the first cost of grading has been paid, the actual area paved or improved for roadways and sidewalks is nearly the same as in other cities. y the same as in other cities.

Needs No Argument.

"The Commissioners believe that the jusice of maintaining the provisions of the act of June 11, 1878, in which the United States entered into an agreement to bear one-half the expenses of the District of Columbia, is too apparent to require argument here, and they strongly urge that the bill as amended in these particulars be en-acted into law.

"When confronted with the necessity for the payment of the District's half of the \$4,000,000, and by the fact that this amount annot be paid from the revenues of the District of Columbia, the Commissioners find that one of three ways lies before them: First, to repeal, in toto, the highway et; second, to increase taxation; third, to aise the amount necessary by an issue of

oonds.
"The Commissioners believe that the first proposition is absolutely contrary to the est interests of the District of Columbia that the second proposition is unwise and inadmissible, and that the third proposition is feasible. They therefore recommend that the provisions of the bill relating to this be passed. That such an issue of bonds will not cause a heavy burden to our citizens is shown clearly by the following

Supported by Figures.

"For a debt of \$4,000,000, bearing interest at the rate of 3 per cent, redeemable in wenty years and payable in fifty years he annual interest for the first twenty years would be \$129,000, one-half chargeable to the District of Columbia. If a sinking fund were established by annual appropriaicns of \$80,000, during these twenty years he annual burden for interest and sinking the annual burden for interest and sinking fund would be (\$120.000 plus \$80.000) \$200.000, one-half chargeafue to the District of Columbia. At the end of twenty years the total annual burden would be reduced to \$158.750 by the redemption of bonds. If during this period the montey in the sinking fund were invested the annual charges would be reduced by the interest on this investment.

ir vestment.

"With general benefits assessed at a minimum amount of \$800,000 ahe annual burden during the twenty years would be still further reduced by the interest which such invested assessments would bring, with a larger number of bonds redeemed at the end of twenty years. After the twenty years the annual burden becomes decreased during each suche streams and is ended during each suche streams. or during each successive year and is entirely wiped out at the end of fifty years."
The report was accompanied by a chart showing by curves the population, the wealth per capita and the receipts from taxes in the District of Columbia for the years 1878 to 1897, inclusive, and with dotted prolongations showing the probable values of these items for the near future. values of these items for the near future.

The Board's Contention

"In one respect," the report continues, "the Commissioners deem the original highway act and the amendments proposed in the bill lacking. Omniscience is not granted to any man, nor is it given to any man to know in every detail even what the needs of this District will be in so small matter, comparatively, as the plans of its streets. The general principles and plans, however, can be adopted today, and should be, but some provisions should be made by means of which minor changes can be effected from time to time as the needs require. In some of the streets, through the more broken parts of the District it is probable that actual experience. rict, it is probable that actual experience in laying out the streets upon the ground will show that many thousands of dollars might be saved by moving a street, or a portion of it, only half of its width. In other cases it may prove desirable to have a large area in one tract, for educational purposes, or for the needs of the munici-pality or general government. This can be done only by closing streets proposed across such tracts or deflecting them around them. While experience in other cities has shown that changes in an adopted plan should be made difficult in order that the condition of permanency may not be impaired unduly, it has shown also that such changes do become necessary at times, and that provision should be made times, and that provision should be made for them. It does not seem to be the part of wisdom to be compelled to take up the time of Congress with matters of this sort. The necessary delay alone in getting congressional action in some instances would prove an insurmountable obstacle.

Section to Be Embodied. "The Commissioners therefore recommend that the following section be embodied in the bill, preferably as section 2, the other sections being renumbered ac

cordingly:

"'Sec. 2. That the Commissioners of the District of Columbia be, and they are hereby, authorized, whenever in their judgment economic or engineering reasons require it, to prepare amended plans for the permanent system of highways for any part of the District outside of Washington: Provided, That under the au-thority hereby conferred no changes shall be made in parts of highways which, be-fore the changes are considered, have been dedicated or acquired under the highway act, nor in parts of highways lying wholly within subdivisions then of record. Such plans after being duly certified by said Commissioners shall be forwarded to the highway commission, named in this act, together with spen written opinions as can be obtained from the owners or act, together with such written opinions as can be obtained from the owners or agents of the land directly affected and from the cluzens association for the territory within which the changes lie; and when approved by said commission, or a majority thereof, they shall be recorded in the office of the surveyor of the District of Columbia, and when so recorded they shall take the place off the plans previously adopted for the isame territory and shall become a spart of the permanent system of highways!

"This makes provision for such minor changes, with all the safeguards, which are deemed necessary.

Suggest Chariges.

"They would also propose, for reasons of economy and public recessity which are evident, that the following changes be made as well, to be inserted at the end of section 1:

of section 1:

"The Commissioners of the District of Columbia are hereby authorized, when they deem it advisable, to designate upon the amended plan highways or parts of highways that are needed for immediate use, that are within unsubdivided lands which are almost or entirely inclosed by recorded subdivisions. All highways so designated shall be considered as though they were wholly within a recorded subdivision."

"At the suggestion of the treasurer of the United States, to whom a form of the bill was submitted, the following amendments are also recommended:

"Page 21, lines 23, 24 and 25. Strike out the words by proper proportional appropriations and by causing to be levied upon the property within said District such taxes as will do so,' so as to make that portion of the section read, and the faith the store-which sold for \$15 and \$18-now

Hahn's Midwinter Closing Out SHOE Sale

Begins Tomorrow.

Regularly every six months we CLOSE OUT our entire stock. This is not a CLEARING OUT of broken sizes or undesirable stock-but a bona-fide CLOSING OUT of all the Winter Shoes we own. From tomorrow on nearly every pair of Winter Shoes in our three houses will be on the Reduced Price List.

The more we have on hand of any one kind of Shoes, the greater will be the Price Reduction-and as the surplus is becoming smaller, prices may again be advanced-consequently the earliest callers will secure not only the greatest bargains, but will also be sure of first pick of the best styles and sizes.

Closing Price...... 12c.

Closing Price......\$1.19

Closing Price..... \$1.37

Closing Price......\$1.87

Closing Price......\$2.37

Ladies'

Hand and Best Machine sewed Box Calf and Fine Kid Stylish Boots.

Child's.

Closing Price...... 19c. Splendid-wearing Spring-heel Kid Button and Laced Shoes. Sizes 4 to 8. Closing Price......48c. Misses' and Child's Kid Button and Laced; also Boys' Spring-heel Laced.

Closing Price...... 69c. Misses' and Boys' Dressy, Durable \$1.50 Grade Shoes All sizes and shapes, Closing Price.....\$1.19

Misses' and Youths' Fine \$2 Grade Box Calf and Kangaroo Calf Shoes. Closing Price......\$1.37 Misses' Hand-made Tan or Black Cork-sole Luced and Button, Boys' Box Calf "Yukon" Shoes. Closing Price......\$1 .65

WM. HAHN &

RELIABLE SHOE HOUSES,

Men's

All-wool Kersey Black Cloth 50c. Overgaiters.

Solid Double-sole Veal Calf Tipped Laced Shoes, good wearers.

Closing Price......19c.

Closing Price......95c.

Closing Price.....\$1.19

Closing Price.....\$1.87

Closing Price.....\$2.37

Finest Box Calf and American Calf Shoes, with a without cerk soles.

Closing Price \$2.65

of the United States is hereby pledged that

necessary,' etc.
"Page 22, line 6. Add the following: 'And shall be paid out of any money in the treasury of the United States not othertreasury of the United States not otherwise appropriated, and one-half of the interest so paid shall be, when and as the payment thereof is made by the United States, taken from and charged against the money and revenues of the District of Columbia and covered into the treasury of the United States.

"Page 23, lines 2 to 10, inclusive. Strike out all after the word "mature" in line 2, down to line 11, and insert in lieu thereof

down to line 11, and insert in lieu thereof the following:

"The treasurer of the United States as ex-officio sinking fund commissioner of said District is authorized to invest any money provided for the sinking fund in such interest-bearing securities as may be approved by the Secretary of the Treasury. the following:

"With these amendments the Commis sioners respectfully recommend that the

Ex-President Cleveland has made a secand appeal to Gov. Budd for elemency in the case of Selter D. Worden, convicted of murder in connection with the train wrecking ir the great railroad strike of 1894.

rem the Boston Herald

The handsomest dwarf this country has ever seen, the Countess Magri, formerly Mrs. Tom Thumb, is still a well-preserved woman, and has just been giving demonstrations of cookery at a food fair in Boston. She wore a small white apron, and while preparing the dishes on a raised platform lectured entertainingly about the cooking she had encountered during her travels over the earth. The countess was born in Massachusetts fifty-six years ago, and her real name was Mercy Lavinia

his widow taking another husband, not a dwarf, several years later. A Brave Woman.

Bump. She was married in 1863 to Gen. Tom Thumb, who died fourteen years ago,

From the Boston Transcript. Summer Hill, close to Studley, Va., is a very interesting place, built over a hundred years ago, and was the arena of much active warfare about the year 1862. Mrs. Newton resides there, the widow of Captain William B. Newton, a scholarly gentleman and brave commander of cay-

who was killed at the battle of Culpeper Court House. He was a brother of the late Bishop John Brokenbrough Newton, who died last Ascension day. Summer Hill was taken for headquarters by General Grant, and there he held a council of war with General Hancock and General McDowell. General Grant told Mrs. Newton he was expecting an attack, and that a battle would be fought under her very rooftree, and added:

alry in General Fitzhugh Lee's brigade

"I advise you strongly, madam, to go over into King William county with your little children, I will be glad to furnish you an ambulance and safeguard to cross the lines."

the lines."

She answered: "No, I prefer to stay here. This old home is all I have left, and if its fate is to fall down it will have to fall on my head. I can put the children down in the potato cellar, and, general, if you should get scared when the firing herins you can go down there with them." begins you can go down there with them." General Grant laughed heartily and said: "Have your own way, madam. You are brave enough." After the war was over he inquired very particularly of her, and expressed the hope that she came out

"Want" ads. in The Star pay because they

Everybody is offered the privilege of easy payments.

Men's pants ruthlessly reduced.

Two lots are made of those pants which sold up to \$5 and prices which are about half are put on them. With the need of an extra pair you surely cannot ignore the opportunity of saving half your money. And the privilege of easy payments is offered you.

Lot of men's one pants of worsted in neat pin stripes—and nobby cass meres and imported chevists—high-class trousers every one of them—perfect fitting, and finished faultlessly—which sold up to \$5-will go now \$2.75

Lot of men's fine plaid cheviot and strived worsted pants. In sizes to fit all men-made in the most careful ma

ner-and perfect fitting as any talior's work-which \$1.95

The men's suits and overcoats are cut like this:

And credit is extended those who desire it. Men who are quick to appreciate worth are getting these suits. The rush of a week shows what an extraordinary offering it is.

Suits and overcoats worth up to \$14 = = =

A lot of boys' nearly all-wool double-

breasted reefer and handsomely braided

middy suits-which sold up to as high as

Take your choice of any of the men's fine suits, consisting of stylish cheviots, cassimeres and worsteds, in neat stripes, checks and plaids-also plain black and blue cheviots-in both double and single-breasted styles-and overcoats of melton and kersey, beaver

and mixed cheviot-in black and blue-with Italian cloth linings

and satin sleeves—plain or velvet collars—also half-satin lined coverts—ga: ments—which sold up to \$14—for \$7.90.

Suits and overcoats \$10.90 worth up to \$20 = = =

The suits are the gems of tailoring perfection—in single and double-br asted styles—and consist of the very finest worsteds, cheviots and cassimeres—with single or double-br asted vests—finished faul lessly and perfect fitting. The overcoats are of tan kersey in black and blue, lined with silk or satio—heavy coverts, which are half-satin lined—chinchillas—Montagnacs—with plaid lineligs—finest kerseys with brown cordured lining. In all the proper legiths—short-box style or regular length—in sizes to fit all menshort, stout or regular. They are sold all the way up to \$20. Choice, \$10.90.

Clearance sale' reductions in boys' clothing \$4 suits, \$1.79.

The greatest reefer offer ever made, with no exception. The choice is given you of boys' reefers, consisting of plaid-lined blue kerseys, with velvet collars. In sizes 3 to 8-and fine Worombo chinchilias, in sizes 3 to 16, with velvet storm and reefer collars—and also fine astrakhans, some of which are plaid lined and have kersey-trimmed collars—which sold from \$4.50 to \$6-for \$2.98.

\$6 reefers, \$2.98. Youths'\$10 suits, \$4.50. Boys' long pants suits of black and blue cheviot and fancy cassimere-made in the

most careful manner-and finished perfectly

-which are worth \$10 at the lowest-will

Coats, capes, suits and skirts reduced.

\$8 and \$10 coats, | \$11 to \$16 capes Plush capes which | \$18 to \$22 coats. and coats. \$2.85.

boucle and black and blue cheviot jackets, all made with

storm collars—which sold for \$8 and \$10, and which were counted extraordinarily cheap at that, have been cut down to the ridiculously low price of \$2.85. But, mind you, the lot

\$15 and \$18 capes,

\$7.50.

\$4.50. A lot of all-slik lined and half-slik lined black slik astrakhan cloth coats—handsome garments—and a lot of fine astrakhan capes, trimmed with kersey straps, in 29 to 32-inch lengths—trimmed with Thibet fur—and those braided cheviot capes—also lot of short seal plush capes—all of which sold for \$11 to \$15, go down to \$4.50. sold up to \$14 for \$5.98.

capes-collars and fronts edged with Angora fur-which sold up to \$14-will be sold at the extraordinarily low price to\$6.50.

garments-the choicest coats of tan whipcord, tan covert, plain kersey-in black, blue or brown; some with plain velvet collars some with inlaid velvet collars—all silk or satin lined—some trimmed with

straps of same—some fancy stit hed—\$6.50 instead of \$18 \$3 skirts, \$1.29.

\$9 skirts, \$4.98.

Hecht and Company, 515 7th Street, bet. E and F.

Ladies' \$17 suits for

Girls' \$9 reefers,

\$7 skirts, \$3.98.